

WEEKLY EPITAPH.

TOMBSTONE, ARIZONA, MAY 20, 1882.

THE MINING OUTLOOK.

Never since Arizona was penetrated by the pioneers of American civilization, has the prospects of our Territory looked brighter. From the Utah line to the Sonora border, the third of the stamp and the music of the pick and the drill awake the echoes in every mountain range, and proclaim the dawn of an active and progressive civilization where hitherto has reigned solitude and savagery.

Our own county of Cochise takes the lead in mineral development and the yield of bullion. No richer mines have ever been discovered since Comstock broke the croppings on the wonderful mine which bears his name. Besides the Tombstone district, the vast ore bodies of which are the wonder of the mining world, we have such camps as Bisbee, Dos Cabezas, Winchester, Huachuca, Torquos, and many others, all of which give promise of soon adding to the wealth of the world by their yield of the precious metals. No section of the Pacific coast to-day has a brighter future than this southeastern corner of Arizona. Nature with a lavish hand has scattered here mineral treasures as she has nowhere else on the globe. Our developments may be considered as yet but mere surface searching, and we consider the camp but in its infancy. When it reaches a glorious manhood, its wealth will astonish the world.

Northern Arizona is also making rapid strides in the development of her mineral resources, and with the completion of the Atlantic and Pacific railroad we may expect to see a veritable "boom" strike that portion of our Territory. It is known that the mines of Yavapai and Mohave are among the richest in Arizona, but their isolated situation has hitherto prevented their proper working. But the dawn of a brighter day is at hand for the northern portion of our Territory, and the pioneers, whose steadfast faith in her mineral wealth has never wavered, will yet reap their reward.

Central Arizona has long been noted for the extent and richness of its veins and for its steady bullion yield. The famous "Silver King," whose reputation is world wide, still maintains its position as one of the foremost mines on the continent.

In fact we might prolong the list to an indefinite length. Enough has been said, however, to show the present prosperous condition and grand possibilities of this favored land, which has not been inequally named the Mineral Queen of the American Union. No country presents to the investor a fairer field or gives a surer promise of more lucrative returns. With railroads penetrating in every direction throughout the Territory, many a camp which is now lying neglected will be awakened to the busy scenes of active life and prosperous industry, and a few years hence when Arizona presents herself at the door of Statehood, she will come decked in such priceless jewels of wealth and power as never a State in the American Union wore.

Tux Republicans are trying the old game of "taffy." Democrats are being approached and tempted with the Independent bait, but the proposition is altogether too silly to attract anything but ridicule. It is a cherub effort to break the ranks of the Democracy in favor of the Republican ticket. Any Democrat proclaiming himself an Independent will be so cold after election that it will require the heat of seven summers to thaw him out. The Democratic party will make good nominations, and as many Republicans as so desire may vote for them.

There may be a large number of Republicans in Cochise county, but the Republican party consists of about twenty chronic office-seekers who do not propose to divide even the crumbs. The mass of the party is to be led by the nose till the work is done, and then kicked away without even thanks.

DELEGATE O'RY, through his unceasing exertions, has succeeded in securing from the President and Secretary of War a much larger force of troops for the protection of Arizona against hostile Indians. Mr. O'ry is doing his whole duty by his constituents.

The Citizen has been paying a great deal of attention to Sheriff Behan for the past three weeks. As a political object can be obtained by so doing, this action must be ascribed to personal hatred. The EPITAPH has no mission to defend Mr. Behan or any other individual, but it strikes us forcibly that a respectable journal should find a higher plane of thought than that bounded by personal prejudice and passion.

TELEGRAPHIC.

A Horrible Gallows Scene.

A COSTLY BLAZE IN LEADVILLE.

A Paraphernalia of Crime from all over the Country.

The Irish Judges protest against the Suspension of Trial by Jury.

A Sea Horror—Indians Starving in the Territory—Grave Robbers at Work.

INTERESTING GENERAL NEWS.

Indian Siege at Kansas.

WASHINGTON, May 19.—The War Department has the following:

FORT LEANWORTH, May 18.—

The situation at the Mesalero's Agency is worse than it was with the Cheyennes. The Mesaleros must be fed or they will starve. The Indian Bureau, as it appears, cannot feed them. The army must therefore do it. A heavy military force must be placed around them to make them starve peacefully. There is time yet to provide for them, but it cannot safely be postponed. It should be attended to at once. (Signed,) JOHN PORE, General Commanding.

A Horrible Gallows Scene.

New York, May 19.—Augustus B. Leighton (colored) was hanged at 8:47 this morning for the murder of his mistress, Mary Dean. When the trap was sprung the noose failed to slip under the ear and caught under his chin. Then commenced sickening struggles, which showed that Leighton was strangling to death. In seven minutes he was pronounced dead by the official physicians. As the body was partially lowered convulsive heavings of the chest were plainly discernible. Another physician declared him dead eight minutes after the first announcement.

A Bloody Day.

SAN FRANCISCO, May 19.—Dispatches this morning are very gory. A Frenchman committed suicide in a New York church during service; a drunken man killed a barmaid at Dennison, Ohio by jamming her under the counter. At Mount Vernon, Illinois, City Marshal Smith killed Charles W. Yost, to close up a political quarrel; and at Lebanon, Kentucky, a colored mother and child were butchered by tramps. A drunken Indian was burned to death in his own camp fire on Whidby Island, Puget Sound.

A Sea Horror.

COLLINGWOOD, Ont., May 18.—The City of Owen, of the sound, arrived from Duluth, having picked up the mate of the steamer Manistowish in a sail boat six miles from Killarney. He states that at one o'clock yesterday afternoon while off Shoal Point, four miles from Manistowish, the Manistowish took fire, and was completely destroyed. One of the boats with the rescued crew and passengers upset, and Robert Hendy and a little girl, name unknown, were drowned. A tug has been sent from Killarney to the scene of the burning steamer.

Passengers Fanning Colton.

COLTON, May 19.—Sandy Bob, Tombstone; J. M. Bocarra, N. Y.; D. H. McKellogg, H. G. Raymond, and wife, U. S. A.; A. Mack, T. Cook, W. E. Gaffney, D. C. Frangar, Las Vegas; W. Sherman, Chicago; W. C. Parsons, Tombstone; M. Manteyne, Yuma; D. Horn, Texas; G. Rook, Wilcox; J. Burns and wife, Banning; J. Sherman, New York; W. Campbell, New York; E. McKellar, T. Skoene, Santa Fe.

Arthur Sued for Money Due.

CLEVELAND, O., May 19.—President Arthur, as a member of the firm of Arthur, Knovels & Ransom, appears in a suit in the Court of Common Pleas. The claims are for certain money due a client in a law suit.

Probably the Work of Ghouls.

SYRACUSE, N. Y., May 18.—Dr. Henry W. Kendall was found near the County Poorhouse cemetery this morning with a bullet-hole between his eyes. A full kit of resurrectionist's tools were found near the body.

More Bogus News.

CHICAGO, May 19.—Inquiry by special and by associated press reporters develops the fact that there are no unusual outrages by Mollie Maguires at Shamokin and thereabouts. The special reporting them was bogus news.

A Little Patriotism left in Irish Judges.

DUBLIN, May 18.—The Irish Judges, except the Lord Chancellor, have unanimously resolved to send a strong remonstrance to the Government against the proposed abolition of trial by jury.

Respected for Thirty-Five Days.

WASHINGTON, May 19.—The President has respected till June 23d, Edward Kelly, who was to have been hanged at Santa Fe to-day.

A Rope-Walker's Accident.

EDWARDSVILLE, Ills., May 19.—Yesterday six boys were injured, two fatally, by a tight-rope performer falling on them.

An \$800,000 Fire.

LONDON, May 19.—A very disastrous fire is reported at Lyons. The loss is estimated at \$800,000. Three thousand persons are thrown out of employment.

Not Guilty.

SYRACUSE, N. Y., May 19.—Miss Holmes was found not guilty of murder. This accords with the popular view.

A Chance for Shipyard to Foot His Heels.

WASHINGTON, May 18.—It is generally believed the House Foreign Affairs Committee will grant Shipyard another hearing.

WEEKLY MINING REVIEW.

The past week has been devoid of any extraordinary movement in local mining circles. The work being done is routine and calculated to inspire not more than passing interest. All the mines are reported in good condition and the ore bodies looking out in good style.

TOMBSTONE & M. & C. COMPANY.

Stopping east in the combination ore body is the principal work being done by this company. The grade of ore is excellent, and promises to be a flustering return in the future. The West Side mine is producing more than usual. The Trough an upraise connection is being made from the 200 to the 300-foot level, under an extensive ore body. All the mines of the company are looking excellent.

GRAND CENTRAL.

The crosscut on the 300-foot level is in 100 feet. The 300 feet, 300 feet, going south are looking excellent. The hard rock still holds out, but shows symptoms of weakening. The stopes all through the mine are looking first-rate. About ninety tons of ore is being shipped to the mill daily.

EMPIRE.

The principal work being done here is drifting north on the 450-foot level. Hoisting about ten tons of second-class ore daily. Working on the level. About 1,500 tons of second-class ore now on the dump. Not making any effort to extract ore, but opening up the mine in good shape. The mine never looked better.

INGERSOLL.

The usual amount of ore is being taken out. This mine was sunk on eighty feet and drifted. At the end of drift an incline was sunk. It is now proposed to continue to upraise the incline and get to the surface. This work will enable the company to prospect much virgin ground. An extensive body of very fine ore exposed at present. The mine looking excellent.

THE OLD GUARD.

The drift from the 230 level is now 40 feet north of shaft, all in ore. The general ore body is large, but about one foot and a half exceeding rich. The 300-foot level the north drift is thirty feet, with a very satisfactory showing regarding ore. Will connect the 300-foot level with the winze from the 150-foot level in a few days. Considerable ore is being hoisted daily, and the mine looks exceedingly well.

CONTENTION.

Routine work has been done on the Contention during the past week. No new developments and no new work started other than reported in our last. Shipping thirty-five tons of second class ore daily to the Girard mill, and the usual amount of first class to the company's mill on the river.

THE BLUE MONDAY.

A good sized body of rich ore was struck in the north drift of the 90-foot level recently. This ore body says away up and is enlarging and improving. Some very good progress. A horse winch will be placed in position for hoisting purposes during the ensuing week.

THE GIRARD.

Nothing new to be reported from this mine this week. Everything is looking well and the usual amount of ore is being extracted. All the ore bodies and stopes in first class condition, and everything booming.

VIZINA.

The upraise on south drift on the 400 foot level is now 51 feet in porphyry and quartz. North drift is now extended 92 feet in raw material. Started level at 300 feet and is now extended westward 7 feet. Shipping one load per day of a fine quality of ore.

RANDOLPH.

The south drift on the 100-foot level is now in 150 feet. No. 2 mine is down ten feet in a four foot vein of solid ore and no wall struck as yet. Crosscut No. 1 is in 22 feet in solid ore without the slightest indications of a wall. Will commence to drift on the vein from shaft No. 1 to-day. The Franklin is down 90 feet. Several nice veins of ore were cut.

THE SAN DIEGO.

About two miles east of Tombstone are the group of mines owned by the Woroceno Mining Company, the principal claim being known as the San Diego. Yesterday a representative of the EPITAPH visited this mine and conferred with the Superintendent, Mr. A. L. Fowler, and gleaned the following information. The San Diego embraces a claim of 1400 feet and has an incline shaft now down to a depth of 350 feet. The first level is 180 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The second level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The third level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The fourth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The fifth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The sixth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventh level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The eighth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The ninth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The tenth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The eleventh level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twelfth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The thirteenth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The fourteenth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The fifteenth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The sixteenth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventeenth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The eighteenth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The nineteenth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twentieth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twenty-first level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twenty-second level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twenty-third level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twenty-fourth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twenty-fifth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twenty-sixth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twenty-seventh level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twenty-eighth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The twenty-ninth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. 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The seventieth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventy-first level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventy-second level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventy-third level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventy-fourth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventy-fifth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventy-sixth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventy-seventh level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventy-eighth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The seventy-ninth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The eightieth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The eighty-first level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The eighty-second level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The eighty-third level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The eighty-fourth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The eighty-fifth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. 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The one hundred and fifty-first level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and fifty-second level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and fifty-third level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and fifty-fourth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and fifty-fifth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and fifty-sixth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and fifty-seventh level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and fifty-eighth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and fifty-ninth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixtieth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixty-first level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixty-second level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixty-third level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixty-fourth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixty-fifth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixty-sixth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixty-seventh level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixty-eighth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and sixty-ninth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventieth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventy-first level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventy-second level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventy-third level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventy-fourth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventy-fifth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventy-sixth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventy-seventh level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventy-eighth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and seventy-ninth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and eightieth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and eighty-first level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and eighty-second level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and eighty-third level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and eighty-fourth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and eighty-fifth level is 100 feet below the surface, and has been driven south from the shaft 87 feet, and down 40 feet. The one hundred and eighty-sixth level is 100 feet below the surface, and has been driven south